

were so impressive that the town of Shrewsbury rewarded her in 1996 by making Mrs. Fairbanks principal of Floral Street School, the town's largest elementary school.

Mrs. Fairbanks plans on spending her retirement quilting, traveling, researching her genealogy, and spending more time with her friends. Without doubt, Mrs. Fairbanks has touched the lives of many and will be greatly missed by the over ten thousand students who have passed in and out of her classrooms and office.

Mr. Speaker, I commend Mrs. Fairbanks for her dedication to the students of Central Massachusetts and present her as an example of what all educators should strive to be.

COMMEMORATING THE SERVICE
OF RUDY SVORINICH AS CHAIRMAN
OF THE ALAMEDA CORRIDOR
TRANSPORTATION AUTHORITY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. HORN. Mr. Speaker, I rise today to pay tribute to the Honorable Rudy Svorinich, Jr., a Los Angeles City Councilman and Chairman of the Alameda Corridor Transportation Authority (ACTA).

Councilman Svorinich has provided eight years of distinguished public service to the City of Los Angeles and the public agency spearheading the Alameda Corridor rail cargo expressway. This July, Councilman Svorinich leaves public office and, as a consequence, must relinquish his position with ACTA.

We will miss his vision, sharp wit, and steady leadership.

Councilman Svorinich has been the City of Los Angeles' representative to the ACTA Governing Board since 1993. He served four separate terms as chairman.

This body identified the Alameda Corridor as "a project of national significance" in 1995. The Ports of Long Beach and Los Angeles comprise our nation's busiest port complex and cargo volumes are projected to triple by the year 2020. The Alameda Corridor will link the ports to the transcontinental rail yards near downtown Los Angeles, creating a more efficient way to distribute cargo and allowing these ports—and the nation—to maintain their competitive edges.

It is testament to the distinguished service of Councilman Svorinich that the Alameda Corridor is now in full scale construction, on budget and on schedule to open in April 2002.

We owe him a debt of gratitude for his dedicated service.

THE NATIONAL DEFENSE FEATURES
PROGRAM ENHANCEMENT
ACT

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to discuss the National Defense Fea-

tures Program. As my colleagues may know, Congress created this program in 1992 response to a report by the Department of Defense describing a shortage of sealift capacity during military contingencies. At that time, Congress decided the best way to solve the shortage of shipping space for heavy military vehicles and other cargo would be the NDF program, providing a cost-effective way to augment the substantial investment that was being made in new sealift ships by the Navy.

Within the last several years, Congress has authorized and appropriated funds to install special defense features in new commercial vessels to be built in the shipyards of the United States. Most recently, as a result of the leadership of my colleague from Pennsylvania, Mr. WELDON, Congress included in the National Defense Authorization Act for FY 2001 a provision that would expand the Secretary of Defense's ability to fund militarily useful projects under the NDF program.

Since the NDF program was launched, Congress anticipated that our allies would recognize the mutual defense benefits of promoting the program on their trade routes with the United States. One particular project that has received attention called for ten commercial vessels to be built in the United States based on a design funded and approved by DARPA's Maritime Technology Program. These vessels would normally operate in the Japan-United States vehicle trade, which is at present entirely dominated by Japanese carriers. This project is also important to maritime labor and our new domestic shipyards, which continue to support our NDF program and to look for new, viable commercial projects.

Notwithstanding past expressions of support by senior government officials, this expectation has not been realized. Unfortunately, the Government of Japan

In view of the US role in providing security for our allies in the Far East, it hardly seems appropriate that defense concerns expressed by our government should not have been met with a more positive response by our allies in the region. Past discussions with the Japanese government have not yielded desired results, as the NDF program continues to be characterized as one with limited military value. This position has been contradicted by two US Navy reports on the NDF program. Given our past history of military cooperation with the Japanese government, the reluctance encountered on the NDF program, especially in light of its military value, has been somewhat surprising.

Unfortunately, the Japanese government's position appears to have been driven by commercial rather than governmental factors. Japan, like other nations, supports its merchant marine with financial assistance, including direct construction loans at artificially low rates of interest.

The reason our carriers are effectively being excluded from this market is the Japanese kereitsu system of doing business. It is not price, but rather the interwoven industrial and financial structure that closes this market, like so many other sectors of the Japanese economy, against international competition. This situation makes it quite difficult for a fleet of US built and operated ships which are commercially competitive and have significant de-

fense value to both nations to break through the economic fence encircling the Japanese vehicle trade.

Despite this resistance, I continue to hope that the Government of Japan and the vehicle manufacturers will ultimately recognize the merits of supporting the NDF program, especially given the longstanding support of the Department of Defense. Last year, the former Secretary of Defense and the

Given past experience, these new communication channels may not prove enough. That is why today, along with my colleague from Pennsylvania, Mr. WELDON, I am introducing the National Defense Features Program Enhancement Act. Under this bill, if the Federal Maritime Commission finds that vessels built under the NDF program are unable to obtain employment in a particular trade route in the foreign commerce of the United States for which they are designed to operate, and if that sector of the trade route has been dominated historically by citizens of an allied nation, the Commission can take action to counteract the restrictive trade practices that have led to this situation.

I wish it were not necessary to introduce legislation to encourage support for a program so self-evidently in the mutual security interests of allied nations, and that through consultation between our Nation and Japan we can begin to undertake the much-needed recapitalization of our aging Ready Reserve Force. Should that not prove the case, I look forward to working with my colleagues to move forward this legislation.

NATIONAL DEFENSE FEATURES
PROGRAM ENHANCEMENT ACT
OF 2001

HON. CURT WELDON

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. WELDON of Pennsylvania. Mr. Speaker, I am pleased to join my colleague from New Jersey, Mr. FRELINGHUYSEN, in introducing the National Defense Features Program Enhancement Act of 2001, a bill we intend to push to enactment if the Government of Japan, the Japanese vehicle manufacturers, and the Japanese carriers continue to undermine our efforts to breathe life into the National Defense Features program.

We created the NDF program because we believed it would be the most cost-effective way to augment the substantial investment that is being made in new ships by the Navy. Having seen one very attractive proposal by which vessels would be built to carry cars from Japan to the United States and refrigerated products on the return leg, we authorized and appropriated funds in the mid-1990s to jump start the program. Since then, we have continued to look for ways to make the program as attractive as possible to companies to build ships in the United States for operation in the United States-Japan and other trades. Last year, for example, Congress approved as part of the National Defense Authorization Bill for FY 2001 a provision that would expand the Secretary of Defense's authority to finance appropriate projects under the NDF program.

In authorizing this program, we had hoped that the Government of Japan in particular would find mutual defense benefits in promoting it. We have written the Prime Minister, we have met with the Ambassador, we have received expressions of support from the Vice President of the United States and our Secretary of Defense in the prior Administration, and yet nothing seems to have come of our efforts so far.

Unfortunately, we have regularly heard the same response. The Government of Japan insists that the decision to employ NDF tonnage is strictly a matter for the vehicle manufacturers and shipping companies to make since it involves a commercial matter. They in turn have argued that, since the program focuses on mutual defense, the Government should take the lead. As so often happens, no one has been willing to step forward to take the initiative.

As our colleagues can no doubt appreciate, our patience is beginning to wear thin. I understand our able Deputy Secretary of State, Rich Armitage, has recently indicated the importance of mutual defense burden sharing. Perhaps we will finally see some movement. If not, the time to legislate will have arrived.

Our bill is designed to create the necessary incentives for the Government of Japan and the vehicle and shipping interests to promote the NDF program. If the Federal Maritime Commission finds that vessels that would be built in the United States under the NDF program are not employed in the particular sector of a trade route in the foreign commerce of the United States for which they are designed to operate and if that sector of the trade route has been dominated historically by citizens of an allied nation, then the Commission shall take action to counteract the restrictive trade practices that have led to this situation.

We trust all concerned appreciate our determination to bring the NDF program to life.

TRIBUTE TO STEWART BELL, JR.
OF WINCHESTER, VA

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. WOLF. Mr. Speaker, I rise today to honor a remarkable gentleman from Virginia's 10th Congressional district, Mr. Stewart Bell, Jr. known to many as "Mr. Winchester."

A fitting name indeed, for in the words of one local paper, The Winchester Star, "few men are as one with their hometown or its history as Stewart Bell, Jr."

Stewart's remarkable ties to Winchester, and his deep appreciation for history gave him the foresight to sound alarms when urban and commercial development threatened the historic Grimm Farm property in Winchester and Frederick county, Virginia, the site of two critical Civil War battles (The First and Second Kernstown). Mr. Bell worked successfully to educate local officials about the historical importance of the land and the need to preserve it.

In a gesture of appreciation, Mr. Bell is being honored later this month by the

Kernstown Battlefield Association for his tireless leadership and efforts toward historic preservation. It was Stewart's initial concern at the prospect of losing this priceless historical land which facilitated the creation of the Kernstown Battlefield Association, a grassroots, private, nonprofit group which has partnered with local governments, the National Park Service, the Virginia Land Conservation Foundation, and four local banks to purchase the Kernstown Battlefield.

It makes sense that Stewart would cultivate a passion for Civil War preservation. His family's lineage in the area reaches nearly a half century before the onslaught of the Civil War. In an article paying homage to local residents who are an inspiration, The Winchester Star laid out some notable facts about Stewart's life. Mr. Bell "resides in the home built by his great-grandfather, John Bell, in 1809. His father came into the world there in 1864 as the guns of Third Winchester were booming. And he himself was baptised in Winchester in 1910 by a Presbyterian minister, the Rev. Dr. James R. Graham, who claimed Stonewall Jackson as a close friend . . ."

Harkening back to the sentiments expressed by President Ronald Reagan in his farewell address, I think it is safe to say that Stewart has not just been marking time in Winchester, he has made a difference. Starting in 1954, Mr. Bell served on the City Council for 26 years. He was twice elected mayor and served from 1972-1980. Stewart also actively participated in countless community organizations including the First Presbyterian Church, the Red Cross and the Winchester-Frederick County Historical Society.

In this era of increased mobility, it is a rarity to find an individual with roots so deeply intertwined to the community of his birth nearly a century ago. Having personally had the opportunity to the community of his birth nearly a century ago. Having personally had the opportunity to be the beneficiary of Stewart's memories and tales of the Valley, I can attest to his unique ability to make history come alive. He is truly a renaissance man—a public servant, a poet with a recently published book, a community activist, a church leader and so much more. It is men like Stewart Bell—a powerful link to our shared heritage and a treasure in his own time—who epitomize that which is great about community and country. We are blessed to know him.

SUGAR PROGRAM REFORM

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. LIPINSKI. Mr. Speaker, I rise today to express my strong support for ending the sugar subsidy program. A program which some claim costs "absolutely nothing" is actually costing the government millions, and consumers billions. This program triggers unemployment in the sugar refining industry and it is not how a farm program should work.

In the 1996 Farm Bill, we committed ourselves to phasing out price supports for every commodity except sugar and peanuts. It is

time to level the playing field and expose the sugar program for the sham that it is. The sugar support program is supposedly designed to operate at "no direct cost" to the Federal Government. The Department of

In fact, according to the USDA, last year the government bought more than 1 million tons of sugar for 435 million dollars, and it now pays 1.4 million dollars monthly to store the sugar. In addition, the government gave some of the sugar back to the same industry that "forfeited" it in the first place, in exchange for the processors getting the farmers to destroy some of their growing crops.

As a result of the sugar program, domestic prices for raw sugar are typically twice world market prices, and sometimes more. Currently, sugar costs 9 cents a pound on the world market, but the government sets the domestic price for raw sugar at 18 cents a pound and 22.9 cents for refined sugar beets. According to the General Accounting Office, this price difference means that consumers are paying 1.9 billion dollars more than they need to for sugar and products containing sugar.

Yet, maybe most importantly, hundreds of jobs have been lost in the refining industry just in the past few years due to this unwise sugar subsidy. Since the mid-1980's, 12 of the

What is particularly infuriating about the situation is that these refinery jobs are good-paying jobs located in inner cities and areas where other employment opportunities are scarce. For example, the confectioners who want to use domestic sugar are instead having to send those jobs to Canada or Mexico where they can purchase affordable sugar, costing American workers their jobs. It is the families who work in these closing sugar refineries who suffer because of this sugar program.

The Agriculture Committee is writing a new farm bill, and we cannot afford to have the sugar lobby write the sugar policy. Until the Sugar Subsidy Program is phased out, costumers will pay more for products containing sugar. Taxpayers will continue to pay more to buy surplus sugar. Workers in the candy industry and the cane refining industry will continue to lose their jobs. The sugar program will continue to benefit a few, without solving the problems of family farmers. We must insist on real reform in the sugar program, and end the regulations that are costing Americans money and American jobs.

In closing, I'd like to thank my colleague, Mr. DAVIS, for his leadership on this issue and allowing me to speak on this important reform.

LEE DAVIS INDUCTION TO WISCONSIN BROADCASTERS ASSOCIATION HALL OF FAME

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. PETRI. Mr. Speaker, for a quarter of a century, Manitowoc, Wisconsin, has been served by one of our nation's great local broadcasters.

Lee Davis began his radio career in 1954 as a disc jockey and program manager in Philadelphia. Before coming to Manitowoc in 1975,